

(4) *Progressive flooding.* Piping, ducts, or tunnels within the assumed extent of damage must be either—

(i) Equipped with arrangements, such as stop check-valves, to prevent progressive flooding of the spaces with which they connect; or

(ii) Assumed in the calculations required by paragraph (a) of this section to permit progressive flooding of the spaces with which they connect.

(d) *Buoyancy of superstructure.* For paragraph (a) of this section, the buoyancy of any superstructure directly above the side damage must be considered in the most unfavorable condition.

TABLE 174.207(a)—EXTENT OF DAMAGE

Collision Penetration	
Longitudinal extent (vessels with LBP not greater than 45 meters [143 feet]).	.1L or 1.8 meters (6 feet), whichever is greater in length.
Longitudinal extent (vessels with LBP greater than 45 meters [143 feet]).	3 meters (10 feet) + .03L.
Transverse extent* .....	760 millimeters (30 inches).
Vertical extent. ....	From baseline upward without limit.

\*The transverse penetration applies inboard from the side of the vessel, at right angles to the centerline, at the level of the deepest load waterline.

TABLE 174.207(b)—PERMEABILITY OF SPACES

Spaces and tanks	Permeability
Storerooms .....	60 percent.
Accommodations .....	95 percent.
Machinery .....	85 percent.
Voids and passageways .....	95 percent.
Dry-bulk tanks .....	0 (*) or 95 percent.
Consumable-liquid tanks .....	0 (*) or 95 percent.
Other liquid tanks .....	0 (*) 0 (**) or 95 percent.

\*Whichever results in the more disabling condition.

\*\*If tanks are partly filled, the permeability must be determined from the actual density and amount of liquid carried.

#### § 174.210 Watertight doors in watertight bulkheads.

(a) This section applies to each vessel with watertight doors in bulkheads made watertight in compliance with this chapter.

(b) Except as provided by paragraph (c) of this section, each watertight door must comply with subpart H of part 170 of this chapter.

(c) A Class-1 door may be installed at any place if—

(1) The door has a quick-acting closing-device operative from both sides of the door;

(2) The door is designed to withstand a head of water equivalent to the depth from the sill of the door to the bulkhead deck or 3 meters (10 feet), whichever is greater; and

(3) The vessel's pilothouse contains a visual indicator showing whether the door is open or closed.

(d) Each watertight door must be marked in compliance with § 131.893 of this chapter.

(e) If a Class-1 door is installed, the vessel's stability letter will require the master to ensure that the door is always closed except when being used for access.

#### § 174.215 Drainage of weather deck.

The weather deck must have open rails to allow rapid clearing of water, or must have freeing ports in compliance with § 42.15–70 of this chapter.

#### § 174.220 Hatches and coamings.

(a) Each hatch exposed to the weather must be watertight, except that the following hatches may be only weathertight:

(1) Each hatch on a watertight trunk that extends at least 430 millimeters (17 inches) above the weather deck.

(2) Each hatch in a cabin top.

(b) Each hatch cover must—

(1) Have securing-devices; and

(2) Be attached to the hatch frame or coaming by hinges, captive chains, or other devices to prevent its loss.

(c) Each hatch that provides access to quarters or to accommodation spaces for crew members or offshore workers must be capable of being opened and closed from either side.

(d) Except as provided by paragraph (e) of this section, a weathertight door with a permanent watertight coaming at least 380 millimeters (15 inches) high must be installed for each opening in a deckhouse or companionway that—

(1) Gives access into the hull; and

(2) Is in an exposed place.

(e) If an opening in a deckhouse or companionway has a Class-1 watertight door installed, the height of the watertight coaming need only accommodate the door.